

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1,000 feet above the terrain and certain special use airspace areas.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

—DISNEY WORLD THEME PARK—

Pursuant to Public Law 103-183, Section 521, aircraft flight operations are prohibited at and below 3000 feet AGL within a 3 nautical mile radius of the Disney World Theme Park (2829°09N/81°04W) and the Orlando (ORL) VORTAC (23 degrees initial at 14.8 nautical miles) except as specified. See Airport/Facility Directory for details.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and altitudes.

TAMPA/ORLANDO CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS: Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B airspace or operate a civil aircraft within the Class B airspace unless:
 - (a) The pilot in command holds at least a private pilot certificate or;
 - (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft or from a primary airport shall operate at or above the designated floors while within the lateral limits

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS – Aircraft operating within the Tampa/Orlando Class B Airspace must be operated in accordance with ATC clearances and instructions.

IFR VFR –

VI. AIRCRAFT

1. Arriving aircraft should contact the appropriate approach control on specified frequencies in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the flight altitudes of the Class B airspace, no direct communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taking off their intended altitudes and direction of flight to the Class B airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B airspace should give this information to ATC on the frequency appropriate to the airport of departure.
3. Aircraft desiring to land in the Class B airspace must obtain an ATC clearance to enter the Class B airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B airspace, except helicopters not authorized to enter the Class B airspace. Although radar separation will be the primary standard used, approved non-radar separation procedures may be used when appropriate.

visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned radar, radar heading or altitude will cause the pilot to violate such rules.

MILITARY TRAINING ROUTES (MTRs)

Since these routes are subject to change every 56 days, and the charts are revised every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

TAMPA/ORLANDO VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "V". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parenthesis adjacent to the Visual Checkpoint name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC Communications.

VPBOV		N27°57.00' / W080°46.75'
VPCNV		N28°30.00' / W080°45.00'
VPDAD	DADE CITY	N28°22.57' / W082°11.25'
VPDFI		N29°00.17' / W081°20.85'
VPDUT		N27°37.70' / W082°09.10'
VPEAR	CLEARWATER BEACH	N27°58.67' / W082°49.83'
		N28°53.09' / W081°00.33'

VPJG	ST PETE BEACH	N27°43.50' / W082°44.67'
VPGE		N28°19.87' / W082°43.77'
VPJH	LAKE PARKER	N28°04.00' / W081°56.00'
VPKE		N28°48.00' / W080°52.00'
VPLE		N29°00.00' / W080°51.00'
VPJA		

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE
AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include:

1) when offered to land to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Refuges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive Areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterality of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.